military aviation sectors in the country should be integrated to bring a synergism in the aviation sector. The Society has recommended setting up of Aeronautics Commission for planning and co-ordinating the total aviation activity in the country.

Production of Defence production unit Saintala

2656. SHRI RAHASBIHARI BARIK: Will the PRIME MINISTER be pleased to state:

(a) the production performance of the Defence production unit at Saintala in Orissa;

(b) the employment generated by that Defence production unit;

(c) to what extent local people have been given employment in that unit; and

(d) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI MALLIKARJUN): (a) The factory is at the stage of establishment.

(b) to (d) The present manpower strength is 991. Of the 929 non-gazetted personnel, 879 have been recruited through the local district employment exchange.

Funds for modernisation of Army

2657. SHRI KRISHNA KUMAR BIRLA: Will the PRIME MINISTER be pleased to state:

(a) whether the attention of Government has been drawn to the news-item captioned "Army needs funds for modernisation" as reported in the 'Statesman' dated the 7th February, 1995;

(b) if so, whether the Chief of the Army Staff asked for resources for the modernisation of Indian Army and its weapons, etc.;

(c) if so, whether in view of the constant threat from the neighbouring countries Government propose to take serious steps to update the Indian Army; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) to (d). Having regard to the perceived threat and the available options for meeting such threat, the Army is continually modernised and the needed funds are provided for such modernisation, within the resources constraints of the Govt.

Non-utilisation of machinery of BEML

2658. DR. BAPU KALDATE: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that Bharat Earth Movers Limited is lying idle for want of orders for the manufacture of coaches for the railways;

(b) if so, what are the reasons for decline in the orders for the manufacture of railway coaches;

(c) what is the estimated loss suffered by the Bharat Earth Movers Limited as a result thereof; and

(d) what steps have been taken by Government for alternative utilisation of the machinery lying idle at the BEML to minimise the losses?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI MALLIKARJUN): (a) and (b). Bharat Earth Movers Limited (BEML) has been making about 400 rail coaches per annum, though its manufacturing capacity is higher. Of late, the flow of orders from the Railways has declined, due to inadequacy of funds, non-materialisation of the projected passenger traffic and the preference given by the Railways to their own two coach production units. For 1993-94, and 1994-95 Railways placed orders on BEML for 250 and 150 rail coaches respectively and, in addition, 18 DC EMU coaches for 1994-95. These